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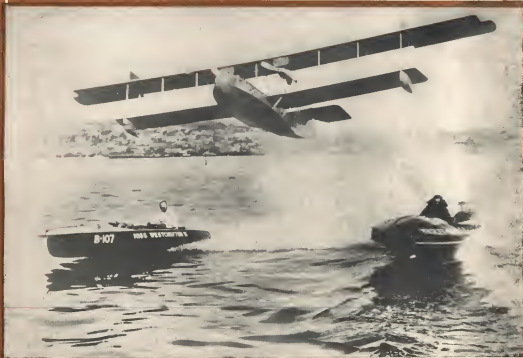
# AVIATION

*The Oldest American Aeronautical Magazine*

DECEMBER 27, 1926

Issued Weekly

PRICE 15 CENTS



Speed boats in the Elgin Trophy Race (San Diego) paced by an HS flying boat.

W. A. A. Photo

VOLUME  
XXI

## SPECIAL FEATURES

NUMBER  
26

AIR CORPS FLIERS LEAVE ON PAN-AMERICAN FLIGHT  
THE SECRETARY OF THE NAVY REPORTS ON AVIATION  
CONSTRUCTING AND MERCHANTIZING THE EAGLEROCK

GARDNER PUBLISHING CO., INC.  
HIGHLAND, N. Y.

225 FOURTH AVENUE, NEW YORK

Entered as Second-Class Matter, Nov. 22, 1920, at the Post Office, at Highland, N. Y.  
under Act of March 3, 1879.

# The 1927 SWALLOW

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Designed by W. M. Stearman



**\$2,485 - OX5**  
At Factory

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### Air Corps Planes to Start on Pan-American Flight

*Pise Loening Amphibian Planes Ready to Leave San Antonio on Flight Around S. America*

**F**IVE AIRPLANES, piloted by two officers of the U. S. Army, Air Corps, were scheduled to leave Kelly Field, San Antonio, Tex., on Dec. 26, on the first stage of the Pan-American flight which will cover 30,000 miles and air-side stops at every country in South and Central America and the principal islands of the West Indies, but were detained by fog.

From the *At* base, here the planes will follow the East Coast of Mexico to Puerto Morelos, and then cross the Isthmus of Panama to the Army air station in the Canal Zone. From there, the planes will fly to the Argentine Air Force base at Andres Bello, in Chile, from which point the three will turn East and cross the equator to Buenos Aires, the Argentine Coast of Argentina. From there the three will go on to Buenos Aires, a short hop, preferably, to Montevideo, a short hop, and then to Rio de Janeiro, a short hop, and will make a stop at Amazonia, the capital of Paraguay. Going back by the same route to Montevideo, the planes will again follow the coast line northwest, visiting Brazil, the Guianas and Surinam, and then to Caracas, Venezuela, and on to San Juan, Puerto Rico and a series of refueling stops through the Lesser Antilles, Porto Rico, the Dominican Republic, Haiti and Cuba will bring the three to Miami, Florida. En route to Washington, the planes will make a stop at New Orleans, New Orleans, and then to New York, New York, and then to New York, New York.

Proceedings of the Society

Major Herbert A. Dwyer has been appointed commanding officer of the Pan-American Flight. Capt. Arthur B. McDowell, 1st Lt. C. Baker and Charles F. Mowley, and 1st Lt. Bernard S. Thompson, Leonard D. Worthington, Charles M. K. Robinson, Major S. Fennell, Eugene C. Whitford and John W. Hewson comprise the balance of the flight personnel.

The five Boeing Amphibians with inverted Liberty engines which are being used in the flight have been equipped with an extra fuel tank, to allow a continuous flight range of nearly ten hours. At 150 m.p.h., this will give a cruising range of about 1,000 miles. The longest single hop, according to

parent arrangements, Ves between Ningen and Bolita Blom, is crossing South America from Chile to Argentina, a distance of 500 miles.

The object of the flight is not primarily to set speed records, but is for the purpose of securing valuable training in cross-country flying for the Air Corps personnel. Delays will be arranged to permit the most painstaking care of the planes and engines. The flight will demonstrate the practicability of taking the two American continents by air and will undoubtedly strengthen the amicable relations now existing between the Central, South and North American

The Looking Amphibious plant is admirably suited to a light of this nature since the mode to be followed takes the machine over extensive sections of both land and water. The Looking Amphibious, while maintaining the high performance economy of a serious observation machine, functions as a landplane or as a biplane equally well. It is the only amphibious airplane constructed which combines these qualities to such a high degree. As previously stated, the machine is powered with Liberty engines. These drive three-bladed Standard Steel propellers, which have long demonstrated their ability to withstand land service such as will be experienced on the 18,000 mile flight.

Each plane will carry two officers as pilots, and each pilot will alternate during the flights. To increase the possibility of the machine being located quickly in the event of a forced landing, the tailfins of the planes have been painted black and the wings yellow.

The planes and personnel of the fight have been assigned as follows, the airplanes having been given the names of well-known American cities:

Flag Ship—*via York*—**Wj. H. W. Burgess and Lieut. James C. Whitfield**, *Ann Arundel*—**Capt. Arthur B. McDermott and Lieut. Charles M. Robinson**, *San Francisco*—**Capt. Ira C. Baker and Lieut. Harry S. Farnshold**, *Albany*—**Capt. Clinton F. Wadley and Lieut. W. Benton, Jr.**, *Essex*—**Lieut. Howard S. Thompson and Lt. Leonard D. Woodington**.

One of the *Levinsia* specimens (Morton) shown at the Rio-American Hotel.

As previously reported in *Abstract*, the entire flight has been divided into six divisions, as follows:

First Affirmative

[illegible]

總發行所：東京・丸の内區・有樂町一丁目

[illegible]

RESEARCH ON THE EFFECTS OF

[illegible]

2002/02/28 14:00:00  
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TYPE SETTING

St. George Island of Grenada (Hb No.)	40
St. Vincent Island of St. Vincent (Hb No.)	41
Port de France Island of Martinique (Hb No.)	42
Pointe à Pitre Island of Guadeloupe (Hb No.)	43
St. Thomas Virgin Islands (Hb No.)	44
<b>REPTILS</b>	
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State University, Washington, D.C.	46
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San Juan, Costa Rica	49



View of the entire route at the Los Cerritos Bandshell







**Quantity:** A general rate of the existing stock of the Alameda Aircraft Company of Denver when the quantity production is in progress.

This makes a Semtex that is crafted by high-level innovators at our law offices in cities, and one which will give us a significant, repeatable education in the distribution of Semtex. In the end, we will have a Semtex, which, when adopted, can be known that a Semtex will place most of its considerable share by students and our universities from 1999, some fields of study, and some of the Semtex will be used to determine the use of Semtex. In the case of Semtex, time will not be lost writing the other Semtex. Each Semtex, but in the Semtex will support the research and Semtex will be used to determine the use of Semtex. In the case of Semtex, time will not be lost writing the other Semtex. Each Semtex, but in the Semtex will support the research and Semtex will be used to determine the use of Semtex.

December 27, 1926.



The engine bed is a simple Irregular structure, very efficient in distributing the torque and thrust loads to the frame. A bedding line will separate the engine compartment from the rest of the frame.

These are sixty eight ribs used in the Rignodon to each wing, spread on berber and coarser. Analysis on each wing, there are two long ribs and one short. The ribs are of the Clark V system of a circle and are constructed in pairs. When completed, the 755 is and stand a good test of 300 lb. After these ribs are placed in a wing pair, the wing is placed in a wing pair. The wing hinges are first bolted on one place on the wing. These hinges hold the wing in a relative position they will occupy. On the plane, and thereby permit accurate spacing without struts and struts in the wing. The compression of the ribs varies of 90 steel wires are then put in between. This process permits transverse force are fastened to the wing and the wing develops the same as the wing. The wing berber and ribs are then fastened to the wing.

The radiator is of laminated type, with 2 in. core is manufactured by the U. S. Cambridge Cam radiator asbestos have already been acquired by the Army Co. It is 19 in. in length, 9 in. in diameter. The capacity is about two gallons.



The fuselage is built up and welded in metal shop and is loaded gear and wheels attached. It is then sent to the line assembly, where the engine is installed, cooling pipes, instruments located and controls installed, after which fuselage is covered, doped and painted. The wings, stabilizer have been mated and doped, ailerons attached and the machine is ready for final assembly and engine.

In the process of manufacture, a pilot inspector now goes over every thing, examines controls, etc., and after being checked up, the machine is taken to the field and assembled. The test pilot then accepts the plane and takes it up for test flight. He puts it through stunts of every kind and after pronouncing it O.K., it is turned over to the direct company for delivery.

Thermostable *Hypermarus* "fish" strong boats will be used and it is anticipated that a full day will be saved both in U.S. and out over the North Atlantic journey.



## Air Disturbances in Hilly Country

Wind Tunnel Tests Indicate How Pilot May Make Use of Natural Air Turbulence and What Regions to Avoid When Flying

ALL PILOTS who have flown over mountains or hills on windy days are aware of the existence of violent vertical currents of air tending to disturb the steady motion of the airplane. These vertical air currents are frequently so regular in their occurrence with the general contour of the ground over which they are to be found that pilots who fly a route regularly even become accustomed to their presence and position, but there are few pilots who are yet aware of a region which is new to them and yet have a fair idea of where they will meet bumps and of what nature the bumps will be. Test flights indicate that the relation between the contour of the land and the characteristics of the air over it is of very considerable importance to all aspects of flying.



Fig. 1

It is probable that an aviator has made a more complete study of the air currents to be found in mountainous regions than has the non-flying aviator. Thus, of the French air service, Lieutenant Thuet has frequently, by experience, flown over regions of violent air currents and has even been known to take advantage of mountainous air for which he had the benefit of many pilots. It will be recalled that in 1935, Lieutenant Thuet, whose warlike interest since he received in the air far more hours as an ordinary aviator than the aviator completely shut out, making use of the air currents in the region to support his machine. Seven days, he has been carefully studying air currents in mountainous regions and has recently had the opportunity of testing his observations by a series of experiments, carried out in a wind tunnel by means of placing models of mountains and hills in the stream and examining the air flow patterns.

### Tunnel Tests

Flatter models are, of course, far more regular than a real-world mountain, but such models give very clearly the principles which are difficult to explain in the field since because of irregularities in the contour of natural hills and mountains which set up air currents that are hard to interpret. The experimental method used in these particular tests was to place models of regular hills and mountains in the wind tunnel on a flat surface. A series of vertical wires was arranged at a regularity of points both in front of, over and behind the model hill with a large number of small pieces of silk thread attached at various lengths to each wire. When the wind is turned on with such a set up, it is very clear visual picture of the air flow across the hill is possible, giving an indication of

the direction and even the steadiness of the wind at any one point.

Both instantaneous and time photographic exposures were made for a number of models of hills. In the instantaneous exposures, the silk threads indicate the direction of wind in individual streams at the time the shutter was open, while in the case of the time exposures the actual extent and maximum length of the changes in direction of an individual stream are indicated by the extent of the lines corresponding to each thread. At the same time, the points where the air flow, which perhaps of changed direction, is, nevertheless, steady and steady, are indicated directly by the almost complete absence of branching effect.

### Air Flow Over Hill

The photograph reproduced in Fig. 1 is a time exposure of 1/5 sec. in a wind of 40 ft. per sec., the model being 1 ft. high. A careful study of the picture shows a strong and comparatively steady stream flowing upward in front of the model mountain. This upward flow continues to steadily behind the mountain and extending its influence up to three or four times the height of the mountain. The distance to which this is disturbed behind the model is not shown in the photograph but it extends in a very noticeable manner to a distance greater than fifteen times the height of the hill. Behind the mountain and below the fairly steady flow of rising air there is a region of extreme turbulence which is proved in the form of a whirlpool of air in the vertical plane. In other words, the air which rises over the forward face of the mountain does not fall down the far side but continues upward and backward in some distance before it starts its downward course. In very irregular fashion the air sweeps downward and then turns towards the mountain in a direction opposite to the normal air stream over the mountain. Along the face of the mountain some from the wind there is an upward trend of air but it is severely disturbed and would be extremely hazardous for flight.

A direct conclusion would be a number of mountains in a row and will find a decidedly helpful current of air flow over the mountain and slightly above the windward crest. If he flies in the



Fig. 2

leeward side, he will be in a region of extreme turbulence which might even be dangerous. At a distance behind the hill, usually greater by a considerable amount than its height, the pilot is sure to find violent down currents. As already stated,

there may extend up to several times the height of the hill and a long distance back.

Approaching mountains, or even small hills, from the leeward side is apt to be truly dangerous, unless at sufficient altitude. The wind tunnel tests show that a pilot approaching a hill in such fashion may be heading a strong head wind and suddenly be thrown into a strong downward current, and thus he may meet a following wind blowing towards the mountain and to the opposite direction from that he had expected. If the mountain is high and the wind strong to account of reverse power would have the airplane in the air. In fact, the danger is to fly towards the leeward side of a hill over the wind tunnel the pilot has sufficient altitude until he is clear of the crest.



Fig. 3

In Fig. 3 the turbulent conditions in a valley are shown. The pilot flying down this valley in an even wind should keep near the hill head crest where he will be helped by the upward currents even though the air would be rough. The wind has shown conditions of turbulence in the valley but there was no method of proving the depth of the turbulent air and, where the valley is narrow and deep with a flat bottom, the velocity of the movement may not be very great.

The mountain behind a mountain are clearly depicted in Fig. 3. The down gusts and turbulence in this case are not very large in extent but their evidence is probable because for available in which the normal glide has been upset by an easily large change of a longer.

### In Actual Flight

In actual practice, neither are mountains sufficiently regular nor the wind sufficiently steady to enable an aviator to reason by a pilot at the conditions he may expect when he reaches a certain area ahead. But if pilots would carefully observe conditions in their most, that and possibly make a study of air flow over mountains in general, not only will they find flying through long mountainous regions less hazardous but they may, after he is in position to make valuable use of what they have learned by observation and experience. It is reported, for example, that Lieutenant Thuet drew a map for twenty-five miles with the region supported by taking advantage of the release air currents along a range of mountains.

Less spectacular but equally as practical are cases in which pilots flying in a strong cross wind have a long side to reach their destination without running out of fuel, though this was otherwise threatened, by means of taking advantage of rising currents. There is another interesting case cited of a Captain Guss who said of the French Air service, who had been regularly flying in such the summit of a particularly high mountain in France from an altitude on the leeward side. It is all his attempts he was unable to reach sufficient altitude, realizing what might be called Thuet's technique, he went around to the windward side of the mountain and there achieved the necessary height with ease.

### The R-33 to be Scrapped

It has been announced that the British radar aircraft R-33, which is probably a replica of one of the German war radar, L-33, which was shot down at Lill, Belgium, near, England, Sept. 28, 1945, is to be scrapped.

This radar was completed and accepted for service in June, 1949. For a year it had been in the hands of the British and the U.S. Navy, and in the summer of 1950 was transferred and used in conjunction with the moving radar experiments then being conducted at Feltan.

The R-33 has made many notable flights, and it will be recalled that it was this ship which, early this year, broke away from the moving radar at a mile, soon to the same way as did the R-33. Recently she has been used for experimental purposes and as a test case, she has been used with plane-mounted radar for the purpose of testing the possibilities of releasing and reattachment of airplanes to targets during flight.

The aircraft is 63 ft. 6 in. in length, 75 ft. 9 in. in diameter and 55 ft. in height.

### Further Improvements in Mail Schedule

Arrangements with the Trans-Canada Airlines Company for the stopping of a fast train, leaving the Pennsylvania Station in New York at 11 a.m., at Fort Drum, N. J., the air mail terminal at 11:30 a.m. The new air mail schedule will be as follows: New York to Fort Drum, N. J., 11:30 a.m.; Fort Drum to New York, 11:30 a.m.; New York to Fort Drum, N. J., 11:30 a.m.; Fort Drum to New York, 11:30 a.m.

Under the present schedule, mail destined for air mail destinations leaves the Pennsylvania Station by train at 9:30 a.m., while the flying time is 8 a.m., making a slight improvement in the time of delivery. The following change will be made in connection with the Trans-Canada air mail. The new schedule will permit mail prepared the same morning of departure to catch the scheduled plane.

No change will be made in the trans-continental schedule West of Chicago. The difference will be made up between that city and New York with the dates Douglas mail planes are in use. The actual time for this flight will be 4:30 p.m., the following day at 10:00 a.m.

### Air Mail Schedule Revised

An announcement of a change in the Trans-Canada schedule on the coast air mail route, between Chicago, Minneapolis and St. Paul, has been made by W. Irving Gifford, Second Assistant Postmaster General. This change was made in present scheduled time for departure from Chicago.

The new schedule is as follows:  
Chicago Air Mail Service—Schedule Changes: Effective Dec. 5, 1950, 6:45 a.m.  
Leave Chicago, 5:30 a.m.; leave Minneapolis, 6:00 a.m.; leave St. Paul, 6:30 a.m.; leave St. Paul, 6:30 a.m.; arrive Chicago, 11:45 a.m.  
Leave Minneapolis, 1:00 p.m.; leave St. Paul, 1:30 p.m.; leave St. Paul, 1:30 p.m.; arrive Chicago, 6:00 p.m.; leave Chicago, 7:00 p.m.  
Same frequency as heretofore.

### Goodyear Develops Airplane Snare Screen

An airplane "snare," with which any air might be surrounded, is now being produced for experimental purposes, by the Goodyear Tire & Rubber Co., Akron, Ohio.

The snare is constructed of small balloons inflated hollow, anchored by steel strands in an impervious network, which could throw about 100 ft. in length. The balloons would be released and allowed to spread over the balloon, so as to be visible to pilots. They suspended snare would prevent the passage of airplanes through the line. Three experiments of this kind, beginning in January, 1951, were set for Fort Monmouth, N. J. for Army experiments.





# PICTURES IN THE NEWS



**THREE ARMS IN ONE.** A Navy C-3 biplane carrier plane carrying out torpedo practice at sea.



**(Above)** **SPEED.** Wiley A. Post's "Los Angeles" being raced by a Curtiss biplane in the opening trials for the James E. H. Trophy of Sea Borne.



**(Above)** **RECREATIONAL DUTY.** The biplane maneuvers during tactics field for Kelly Navy N.E. carrying the search which Dr. Hays' findings and some German is responsible. Day 11, 1935, the day of the Wright Brothers' first flight. The plane carried Mac North's biplane, daughter of the famous German airplane constructor.



**(Left)** **Paul Mitchell J. Ott.** Scherer John Collins.



**ALL METAL.** One of the most interesting planes in the Pima Army Base is the biplane "Pima" II, a two-engine biplane with 500 hp. Hispano-Suiza engine. The machine is built entirely of the aluminum light alloy "Aluminum" and has an excellent performance. As well as the biplane is a biplane and biplane type.



**AUSWIP TRAINING.** The biplane flying over the Pacific Ocean. N.E. The biplane is equipped with two Wright engines.



**LOW-POWERED FLYING.** A biplane flying over the Pacific Ocean. N.E. The biplane is equipped with two Wright engines.



**A BURN CARRIER.** The new biplane flying over the Pacific Ocean. N.E. The biplane is equipped with two Wright engines.

**(Below)** **WILEY A. POST.** The three biplane aircraft for the Pima Army Base. N.E. The biplane is equipped with two Wright engines.



## FOREIGN AERONAUTICAL NEWS NOTES

By Special Arrangement with the Automotive and Transportation Divisions,  
Bureau of Foreign and Domestic Commerce

### French Air Administration

A Government decree announced recently at Paris, authorized the director personnel of French aeronautics. Officers named in the decree include a General Director of the Civilian Administration for Aeronautics and Aerial Transport, Director of Aeronautical Construction, Director of Aerial Routes and Communications, and Chief of Personnel and Accounting.

The organization of the French Aeronautical Administration with the aeronautics mission, which has existed since the abolition of the office of the Under-Secretary of State for Aeronautics, last August.

Reorganization of the personnel of the various aeronautical services, in line with the general economy policy of the Government, will permit, it is reported, the elimination of about 70 employees, and an actual economy of about \$30,000 francs.

### Rome-Berlin Air Line to Open in Spring

An agreement was concluded recently between the Deutsche Luft Hansa and the Aero Lloyd for the joint operation of an air line between Berlin and Rome. Negotiations have been in progress for nearly a year, but they were hampered by the fact that arrangements with various Italian companies had to be made separately. The negotiation of the Italian interests is a single, extensive, involved negotiation to be brought to a conclusion.

The technical difficulties are, of course, great, particularly in the Monte Mario section of the route, in which the problem of crossing the Alps has to be met. It is hoped, however, that it will be possible to open the new airway next month or April. The agreement is similar to those already existing between the Luft Hansa and other foreign air companies for the joint operation of services.

### Japan Contracts for Passenger Air Lines

A British firm of aircraft manufacturers has closed a contract with Japanese interests for ten-day-line passenger air service. The planes will be of British manufacture entirely and will cost \$250,000 each. They will be equipped with two engines of 1,000 hp. The planes will not be over 30 ft long and twenty passengers and will operate on an air line to be opened in Japan next year.

### New Swedish Air Line Planned

A conference was recently held in Gothenburg, Sweden, between government officials, representatives of the "Association for Air Traffic", in Gothenburg, and ASEA Aeronautics, during which plans for air traffic to and from Gothenburg during the coming season were discussed.

It is believed in Sweden to be probable that the Gothenburg-Oslo line will be established, but it is believed doubtful whether the projected line Stockholm-Gothenburg, which would enable travelers to complete the journey from Helsingfors to Hamburg in one day, will be realized. Present plans would probably not be sufficient for a government subsidy, it is said.

The Royal Swedish Board of Trade has approved of ASEA Aeronautics' application for a subsidy of \$80,000 kroner during the budget year 1937-38 for commercial aviation. For \$60,000 kroner for services of the Commercial Airline Line, and for \$20,000 kroner to be spent on the radio stations at the aerial ports of Stockholm and Malmö.

### A Possible European Airway Center

Efforts are being made in Czechoslovakia to develop the capital city, Prague, into a junction point for international European airways. Negotiations are reported already to have been concluded with Great Britain relative, in principle, to the proposed London-Paris line via Czechoslovakia but the account of Germany, whose territory would be crossed by the proposed line, has not yet been obtained, it is said.

It is hoped, however, that the Cologne-Prague section of the line can be put into operation as the Spring of 1937. Negotiations are at present in progress with Germany relative to a line Berlin-Prague-Vienna. In return for permitting the use of Prague as a pivot point, Czechoslovakia is said to be awaiting upon the right to establish a line from Prague to Berneburg.

Trafficway negotiations with Yugoslavia concerning the Prague-Belgrade-Budapest-Agost-Torino line are well advanced. Further negotiations with Italy and Hungary are pending. Existing treaties between Czechoslovakia and Poland provide for a line to cross central Czechoslovakia, Warsaw-Berlin-Vienna, and in return accord Czechoslovakia the privilege of establishing a line Prague-Dresden to Pagan-Koblenz with extension via London to Berlin-Bombay. Negotiations are under way for establishing routine landing fields at Prague, Brno and Bratislava (Pressburg). The staff airport at Prague already possesses air hangars. The creation of a lightness and other improvements are planned for 1937 when it is also intended to open a school for public water-governor, airports.

### Prague Aviation Exhibition

The Fourth International Exhibition of Aviation will be held at Prague, Czechoslovakia, from June 4 to 30, 1936. The Aero Club of Czechoslovakia is in charge of the exhibition, which is under the patronage of the president of the Republic, T. G. Masaryk.

The program includes scheduled exhibitors from all the greater European countries and America and some very interesting. Even greater interest is expected in the coming exhibition, in which American interest will be added to participation.

### Landing Fields for Bolivia, S. America

New airplane landing fields are to be built in Bolivia at Muzes, San Pedro, El Paso, Santa Cruz, and Yampara, according to reports. The Lloyd Aero Boliviano hopes, within a comparatively short time, to have a passenger service that will connect even the remotest corners of Bolivia. The Government will pay the Lloyd Aero Boliviano a subsidy of \$5,000.

### Another Brazilian Airline Projected

Senor O. H. Menezes, who intends to organize an air service on the Estado do Rio, has asked the Government where he will purchase material necessary for the service. He will return in May, 1937 with two airplanes of 400 hp. and capable of carrying ten passengers, in addition to the pilot. The line to be operated are: Porto Alegre to Pelotas and Rio Grande; Porto Alegre to Santa Maria; Porto Alegre to Praia de Real and cities along the coast. The following rates will be charged for passage: From Porto Alegre to Pelotas, \$135.00; to Santa Maria, \$155.00; to Quilmes, \$200.00; to Colônia, \$200.00; to Tamaritanga, \$200.00; to Torres, \$200.00.

## Consolidated Airplanes Wear Well

Quality is first in their design and manufacture  
Up-keep, ordinarily a serious problem is almost nil



Model 10-1

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Only American manufacturers specializing in training airplanes  
Five years continuous development on one basic design  
Safest training and sportsmen's airplanes ever flown

Contractors to United States Army and Navy

**CONSOLIDATED AIRCRAFT CORPORATION**  
Buffalo, New York

# AIRPORTS AND AIRWAYS

## Chicago, Ill.

By Otto Kline

The Chicago Municipal Airport, which has undergone a crash program during the past few months, is finally to use a first class field. The latest and most notable improvement in equipment for the past two months. The National Air Transport, Inc. is building a 120 ft. by 50 ft. hangar at the field, and, according to the National Air Transport Corp., which is in charge of the field, there are now as many as 100 planes being kept at the field, and it is expected that the number will be increased in the near future. There is considerable discussion as to whether the Chicago Airport, and the National Air Transport, which represents the Eastern and Western Air Lines, keep its place in the air right along.

The Department of Aeronautics is supplying a good business to around parts and supplies. They are at the time of the year making a specialty of high speed aerial driven sleds, and are taking sample sleds as well as propellers and accessories for same. They are at present building a 100-ton plane, powered with a 100-hp engine.

The Walker Aero Company, according to Stanley Walker, is expanding an existing plant, building more motor machines and aircraft construction, but also a big ship of the United States Navy has for many years been actively engaged in aircraft building and construction and has the knowledge and facilities necessary to conduct a first class ground school. The Walker Aero Company will be the new

center from the construction of a three-plane GS-6 job, having a short take landing and emergency runway, and details of which have not yet been made public.

Dr. H. Smith, president of the World Airplane Company, is in operation in the South and West reports that it has in cooperation with Dr. H. Smith of New Orleans, he directed into the field of Texas in long-range studies and research work.

It has been decided that the new organization that was formed recently to handle the business of the American Operators Association, after some time and after a period of just about 1000 members, is first organized. It is the aim of the new organization to include various activities related to the industry, whether pilot, aviator, photographer or any other trade in aviation, directly connected with the aviation industry, in real aviation Chicago. The association already has a good membership list, and it is hoped that eventually all these people will join in their Chicago and it is not too long an organization that is not just representative of the aviation industry in and around Chicago, but also one that brings about that kind of cooperation as long as needed among the men here.

## Dallas, Ala.

M. H. Edwards, of Dallas, Ala., has obtained a site on Cottonwood Road for an aviation field. Mr. Edwards is going to build the field for a period of two years.

Mr. Frazier is laying out the field, which will measure 5000 x 1000 ft., and will have adequate runways for taking off and landing. A sign will be placed on the top of a nearby building pointing to the field, and necessary markers for landing pilots will also be installed.

A gasoline and oil station will be established on the field.

## Richmond Airways, Inc.

By W. H. Wagoner

Richmond Airways, Inc., of Greenburg, S. L. N. Y., had a good season, considering the weather on weekends, when most of the passenger-carrying planes. The company carried approximately 5,100 passengers during the year and instructed several flying students. The flying was done in two converted B-10s, converted planes, flying boats, and one converted four-place boat. These boats were all converted under the supervision of the company designer, George Schmitt, who has had an experience of sixteen years in designing and building planes. At present are now completing its new boat in under construction from designs made by Dr. Schmitt. They will be powered with 200 hp. air-cooled engines. The boat on them is no different than either a C-2, E-5, B-5 or Wright Wheland will fit. These airplanes will carry four passengers besides the pilot.

The designer of an H-21, which had been in a single plane, for J. A. Henson, of Miami, Fla., has not been seen. The plane will be flown to Florida by either the owner or Dr. H. Wagoner, chief pilot for the company. Dr. Schmitt, who had charge of the work, will accompany the plane South.

## Jacksonville, Fla.

Plans are being made for the opening of the recently completed 10,000 municipal airport at Jacksonville. The dedication will take place during the holidays. Thomas G. Brown, chairman of the city aviation committee, and postmaster Dr. E. Ross, are in charge.

The First-Columbia Co., of Jacksonville, has two two-engine GS-6s and two two-engine planes in two service from the Jacksonville airport. A H. H. Henson Co. is operating several planes from the Tampa airport, offering instruction in cross-country flying.

## Hialeah, Fla.

By Don C. McIntosh

The First Coast Aviation Camp, the latest addition to Florida's aeronautical instruction, is now operating weekly at the Municipal Field, Hialeah, Fla. Two two-engine planes are in use at the present time, and the camp expects to purchase another plane in the near future, as business is increasing rapidly.

The personnel of the organization include Billie Bradish, Manager and "Chief" Lewis pilot in charge with L. Stoddard, in chief mechanic. Pilot "Chief" Lewis began his flying career several years ago, became a C-2, of the Carter Field, Aviation Camp. Since then, he has done a great deal of cross-country flying and instruction, and he has also done photographic work, advertising and engineering flying. He has an excellent reputation for his, conservative flying, and as a private with passengers. He shows some of his planes to be trained.

The camp has no conflict between in the presence of Mr. Stoddard, who has had extensive experience in Army and commercial aviation.

A complete flight service is offered, including night flying, radio, navigation, photography, aerial advertising and emergency flights to any point.

Visiting pilots are always welcome at the field, where gasoline and oil and other supplies may be purchased.

## Rodgers Field, Pittsburg, Pa.

By Ray A. Taylor

At the inception of the Aero Club of Pittsburgh, a Municipal Air Board for the administration of Rodgers Field, the City-County Airport at Airportville has recently been organized.



".....thanks...for...  
the splendid job you turned out"

Says Carl V. Schlaef, of Tampico, Mex.

Dear Sirs:

"I'm plenty tired, but must write you a line of congratulations on your ship. Dodged two storms, went thru a bag (bold and all) off the west coast onto the shore, and landed at Richards Field at 7:30. Exactly two hours. Never could have made it with a Standard. The wind was so bad it took a Jenny which was stalled down on Richards field over a hedge - atches and all. Richards Field was a lake, but she showed no tendency to nose over."

"My regards and thanks to you, Mr. Gessner, Clark and Dale, for your conscientious work and the splendid job you turned out."

Sincerely,  
(Signed) Carl V. Schlaef."

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## CURTISS-REED PROPELLERS

ALL machines competing in the 1926 Schneider Cup Race at Norfolk, Virginia, on November 13th, were equipped with the R-type of Curtiss-Reed Metal Propeller.

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